

CHINA

THE

MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, FRIDAY, APRIL 21, 1876.

日廿月三子内

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GOTCH, 121, Holborn Hill, E.C. BATES, HENRY & CO., 4, Old Jewry, E.C. SAMUEL DEACON & CO., 150 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

CHINA.—SWATOW, QUELCH & CAMPBELL, Amoy, GILLES & CO., Foochow, HEDGE & CO., Shanghai, LIAO, CRAWFORD & CO., and KELLY & CO., Manila, O. HENSEN & CO., Macao, L. A. DA GRADA.

BANKS.

COMPTOIR DESCOMpte DE PARIS.

INCORPORATED BY NATIONAL DECREES OF 7TH AND 8TH MARCH, 1848,

— and —

BY IMPERIAL DECREES OF 25TH JULY, 1864, AND 31ST DECEMBER, 1866.

Recognised by the
INTERNATIONAL CONVENTION OF
30TH APRIL, 1862.

Banks. £ Sterling.
PAID-UP CAPITAL, ... 80,000,000 3,200,000
RESERVE FUND, ... 20,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENCY.—144, Leadenhall St.,
E.C.
AGENCIES.—At Nantes, Lyons, Mar-
sailles, Brussels, Bombay, Calcutta,
St. Denis (Ile de la Réunion) Hong-
kong, Shanghai and Yokohama.
LONDON BANKERS.—Bank of England,
Union Bank of London.

HONGKONG AGENCY.
INTEREST ALLOWED

ON Current Deposit Account at the rate
of 2 per cent. per annum on the
monthly minimum balances, and on Fixed
Deposits at rates which may be ascertained
at the offices.

OHR. DE GUIGNÉ,
Manager.

Offices in Hongkong: Bank Buildings,
Queen's Road,
Hongkong, May 14, 1876.

HONGKONG & SHANGHAI BANK-
ING CORPORATION.

PAID-UP CAPITAL, ... 5,000,000 Dollars.
RESERVE FUND, ... 100,000 Dollars.

COURT OF DIRECTORS.

Chairman.—E. R. BELLIOS, Esq.
Deputy Chairman.—AD. ANDRE, Esq.
J. F. CORDES, Esq. S. W. POMEROY, Esq.
H. HOPPIUS, Esq. F. D. SASCOON, Esq.
A. MOIVIER, Esq.

CHIEF MANAGER.
Hongkong, . . . JAMES GEEIG, Esq.
Manager.

Shanghai, . . . EWEN CAMERON, Esq.
LONDON BANKERS.—London and County
Bank.

HONGKONG:
INTEREST ALLOWED

ON Current Deposit Accounts at the rate
of 1 per cent. per annum on the daily
balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drafts, granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

JAMES GREIG,
Chief Manager.

Office of the Corporation,
No. 1, Queen's Road East,
Hongkong, February 17, 1876.

ON SALE.

THE

CHINESE READER'S MANUAL.

A HANDBOOK of Biographical, His-
torical, Mythological and General
Literary Reference,

BY

WILLIAM FREDERICK MAYER.

Price: \$3.

Shanghai, . . . KELLY & CO.

Agents, "CHINA MAIL" OFFICE.

Notices of Firms.

NOTICE.
I have this day authorized Mr J. Y. V. SHAW to sign my name per procura-
tion.

A. MACG. HEATON.

Hongkong, January 1, 1876.

NOTICE.

THE Undersigned have entered into Co-
partnership from the First day of
January, 1876, in the Business of Ship-
brokers at this Port, under the style of
MORRIS & RAY.

A. G. MORRIS.
E. C. RAY.

Bank Buildings,

Hongkong, February 8, 1876.

NOTICE.

WE have Established branches of our
Firm at Haiphong and Hanoi. Mr
E. CONSTANTIN is authorised to sign by
procuration in Tonquin.

LANDSTEIN & CO.

Hongkong, December 31, 1875.

NOTICE.

THE Interest and Responsibility of Mr
Otto CHRISTIAN BIEHN in our Firm
in Hongkong and China ceased on the 31st
December 1875.

W.M. PUSTAU & CO.

Hongkong, April 10, 1876. sp22

NOTICE.

THE Undersigned has been appointed
SURVEYOR to LLOYD'S REGISTER
at this Port.

R. H. CAIRNS.

1, Club Chambers,

Hongkong, April 20, 1876.

Formosa, April 1, 1876. my1

NOTIFICATION.

IT is herewith notified that a CUSTOM
HOUSE has been established at
HOI-HOW (海口), the Treaty Port of
KIUNGCHOW (欽州), and has been
opened for transaction of business under
this day's date.

H. O. BROWN,
Commissioner of Customs.

Kiungchow Customs,

Hoi-how, April 1, 1876. my8

NOTIFICATIONS.

THE GREAT NORTHERN TELE-
GRAPH COMPANY.

DURING my absence from Hongkong
the MANAGEMENT of the above
Company's Station will be TAKEN OVER
by Mr C. C. B. JESEN, who has been
appointed ACTING SUPERINTENDENT.

A. SUNNISON,
Superintendent.

Hongkong, April 6, 1876. my6

THE GREAT NORTHERN TELE-
GRAPH COMPANY.

I BEG to notify that I have been appointed
ACTING SUPERINTENDENT for the above Company's Station at this Port
from this date.

CARL CHR. BOJESEN.

Hongkong, April 6, 1876. my6

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

A SPECIAL AGENCY of the Company has
been opened in LONDON, under the
management of Mr WALDEMAR SCHMITT,
at 8, St. Michael's Alley, Cornhill.

By Order,

W. H. RAY,
Secretary.

Hongkong, March 28, 1876. sp28

ST. JOHN'S CATHEDRAL CHURCH.

THE Annual General Meeting of the Se-
holders of St. John's Cathedral Church
will be held at the Vicar's on Thursday, the
27th day of April instant, at 4.30 p.m., for
the purpose of electing two Trustees for
the ensuing year, and for passing the
accounts of the Treasurer, under the
provisions of Clauses 4 and 10 of Ordinance
No. 2 of 1847.

EDMUND SHARP,

Trustee and Treasurer to the Body of Trustees.

Hongkong, April 15, 1876. sp27

WANTED.

A N Experienced European FEMALE to
accompany a Family with 3 Children
to England. Terms, a free Passage.

Applications to be sent to the Office of
this paper, addressed "A. B. O."

Hongkong, April 1, 1876. my1

Intimations.

COSMOPOLITAN DOCKS.

THE DOCKS being now completed, are
capable of DOCKING any size VESSELS
requiring this Port, and executing any
REPAIRS required.

A large quantity of SPARS, LUMBER,
IRON, COPPER, YELLOW METAL, &c., &c.,
always kept in Stock at cheap rates.

Length of Dock, 455 Feet.

Breadth do, 92 "

Depth of Water, Springs, 24 "

do, do, Naples, 21 "

The following Rates will be charged until
further notice:—

Recoopering, including Dockage, Shor-

ing, Labor, Felt, Pitch, Tar and Oakum,
80 cents per Sheet.

Painting Iron Steamers, including Dock-

age, 2 Coats Paint and 1 Coat Tallow, 35

cents per Ton Gross Register.

For further particulars, apply to

W. B. SPRATT & CO.,

9, Praya-East.

Hongkong, April 20, 1876.

SPANNISH CONSULATE, HONGKONG.

TENDERS for the CONSTRUCTION of SIX BOILERS for Spanish Man-of-War

will be RECEIVED at this Consulate
until the 22nd April next, at Noon.

No proposition will be admitted if it
exceeds the price fixed by Government and
do not agree with the Form, Conditions,
and Plans, which will be exposed at the
Office of the Consulate every working day
from 11 a.m. to 3 p.m.

A. FARAUZO,
Consul for Spain.

Hongkong, March 31, 1876. sp22

HONGKONG, CANTON, AND MACAO STEAM-BOAT COMPANY, LIMITED.

FIRST Class Fare on the Hongkong and Canton route has been Reduced to \$3

for Single trip and \$5 Return.

By Order,

P. A. DA COSTA,
Secretary.

Hongkong, April 3, 1876.

NOTICE.

THE OFFICE of the Undersigned has
been REMOVED to No. 1, QUZEN'S
ROAD, corner of Ice House Lane.

W. H. NOTLEY,
Agent, Messrs. Henry S. King & CO.,
London.

Hongkong, April 15, 1876. sp29

LOST.

ON Friday, the 14th Instant,—A small
white MANILA DOG; answers to
the name of "LOSSIE."

It was last seen near the Cathedral.

Any one bringing the same to MACLEWEN,
FRICKEL & CO.'s Store will be rewarded.

J. G. SMITH.

Hongkong, April 18, 1876. sp25

For Sale.

SAYLE & CO. have opened
their first delivery of New
Goods for the coming Season, to
which they invite special attention.

Ladies' and Children's Ready-
made Costumes in a variety of
Styles.

For Sale.**FOR SALE.**

THE UNDERTONED LAND AND BUILDINGS.

AT HONGKONG:

INLAND Lot 82.—The well-known House and Offices lately occupied by Messrs A. Heard & Co., adjoining the Cathedral Compound.

The Ground below the masonry retaining wall of the above, abutting on the Queen's Road.

Annual Crown rent, \$300.48.

MARINE Lot 111, WANCHAI.—First-class and extensive Godowns.

Annual Crown rent, \$324.

AT YOKOHAMA:

Lots No. 6 AND NO. 27 in the Foreign Settlement.

No. 6 is situated on the Bund, and comprises an eight-roomed Dwelling House, detached, with Garden all round, Offices, Godowns, Servants' Quarters and Outhouses, Area 1,004 Taubos of 36 square feet.

Annual Ground rent, \$63.79.

No. 27 is separated from No. 6 by Water Street and comprises large Tea Firing and other Godowns, Flax Silk Press, Comptoirs' Quarters, Stabling and Fire Engine House, Area, 554 Taubos.

Ground rent, \$164.87 per annum.

Applications for purchase, or further information, to be made to

J. WHITTALL,

T. G. LINSTEAD,

Trustees A. Heard & Co.'s Estate,
23, Queen's Road, Hongkong.

February 1, 1876.

ap22

FOR SALE.

1 VERY Handsome PHAETON.—
1 Set Double HARNESS, nearly new.
1 Set Single HARNESS.

Apply to

L. MALLORY,

No. 2, St. John's Place.

Hongkong, April 19, 1876.

ap23

NOTICES TO CONSIGNEES.

RUSSIAN STEAMSHIP RUSSIA, CAPT. GERARD, FROM LONDON via SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed, that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.

Goods remaining in store after the 23rd instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary is given until 4 o'clock this afternoon.

Bills of Lading will be countersigned by

W. M. PUSTAU & Co.,

Agents.

Hongkong, April 15, 1876.

ap23

FROM SAN FRANCISCO.

THE S. S. Vancouver having arrived, Consignees of Cargo are hereby requested to send their Bills of Lading for counter-signature to the Undersigned, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.,

Agents, S. S. Vancouver.

Hongkong, April 17, 1876.

ap24

FROM BANGKOK.

THE S. S. *Beailey*, Captain BUCHANAN, having arrived from the above Port, Consignees of Cargo are hereby requested to send their Bills of Lading for counter-signature to the Undersigned, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.,

Agents, S. S. Vancouver.

Hongkong, April 18, 1876.

ap25

NOTICE.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S. S. ANTONOR, FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned, not later than the 26th Inst., for shipment per S.S. *Glencairn*.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, April 19, 1876.

ap26

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's steamer *Antenor* are hereby notified that the Cargo is being discharged into draft & landed at the Godowns of the Undersigned, in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after the 19th April, 1876.

Goods undelivered after 26th April, 1876, will be subject to Rent.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, April 19, 1876.

ap26

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. MEKONG.

NOTICE.

CONSIGNEES of Cargo per S. S. *Euphrate*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godowns, whence delivery may be obtained from Tzawbat, the 20th instant, at Noon.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 19th, at 8 p.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Wednesday, the 26th instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, April 19, 1876.

ap26

Notices to Consignees.**COMPAGNIE DES MESSAGERIES MARITIMES.****NOTICE.**

CONSIGNEES per Company's Steamer *Thibet* from Calcutta are hereby notified that the Cargo will be discharged into Boats and landed at the Company's Godowns. In both cases it will lie at the Consignee's risk. The Cargo will be ready for delivery shortly after her arrival.

The above Steamer left Singapore on Saturday, 1st April, for that port.

G. DE CHAMPEAUX,
Acting Agent.

Hongkong, April 5, 1876.

PASSENGERS.

ARIVED.—Per *Yongtze*, Mr A. G. Morris, and 20 Chinese.

Per *Emeralda*, 63 Chinese, for Hongkong; and 187 for Manila.

Per *Asia*, 20 Chinese.

DEPARTED.—Per *Menzel*, for Yokohama, Mr Niciss and servant, Mr and Mrs Burrow and servant.

Per *Meikong*, for Shanghai, Messrs Peacock and servant, Moral, J. M. and G. T. Postlethwaite.

Per *Braemar Castle*, 28 Chinese.

Per *Bowen*, 480 Chinese.

To DEPART.—Per *Mongolia*, for Singapore, Chuan Chuk Lee, for Bombay, Mokas Scott and R. K. Ernes, for Southampton, Messrs J. Symonds, J. F. Parsons, R. Fairman, Middleton and G. F. Johnson, Mrs King, 3 children and nurse, Dr. and Mrs Scott and family and native servant, For Venice, Mr. A. Case.

SHIPPING REPORTS.

The British steamer *Yangtze* reports had moderate N.W. winds with rain and thick fog the whole passage. Anchored off North Saddles for 12 hours.

anchored off North Saddles for 12 hours.

The Danish steamer *Asia* reports fine weather throughout with Southerly winds.

The British str. *Glamis Castle* reports fine weather and light S.E. winds first part of passage, since yesterday from Northern Wind and cloudy weather.

The Norwegian brig *Victor* reports first part of passage light winds and calms, latter part light N.E. winds with thick weather and much rain.

The British steamer *Emeralda* reports rainy and thick weather throughout the passage. In Amoy:—Steamers *Nestor*, *Namoa* and *Gunga*. In Swatow:—Steamers *Swatow* and *Olympia*.

Shipping Intelligence.
HOME SHIPPING.

The following is taken from the latest London Papers:—

DEPARTURES.

Jan. 6, Annie Braginton, from New York to Shanghai.

Jan. 6, Otterups, from Cardiff to Hongkong.

Jan. 6, Lycka Till, from Cardiff to Hongkong.

Jan. 10, Echo, from London to Hongkong.

Jan. 11, Titian, from Penarth to Hongkong.

Jan. 13, Antipodes, from Cardiff to Hongkong.

Jan. 17, Alex. McNeil, from Cardiff to Hongkong.

Jan. 17, Onward, from Liverpool to Hongkong.

Jan. 19, Sophie, from Cardiff to Hongkong.

Jan. 20, Forward, from London to Yokohama, etc.

Jan. 22, Flintshire (str.), from London to Penang, etc.

Jan. 23, Lord Macaulay, from Newport to Hongkong.

Feb. 1, Nurchus (str.), from Cardiff to Hongkong.

Feb. 2, Evelyn, from London to Hongkong.

Feb. 4, Undine, from London to Shanghai.

Feb. 6, Paul Marie, from London to Shanghai.

Feb. 8, Scotia, from London to Hongkong.

Feb. 8, Kaisow, from London to Hongkong.

Feb. 12, Whittier, from San Francisco to Manila.

Feb. 17, Naples (str.), from London to China.

Feb. 24, Hohenstaufen (str.), from Bremen to Hankow.

Feb. 26, Suzanne, from Hamburg to Shanghai.

March 2, Mary L. Stone, from Cardiff to Hongkong.

March 5, Glenlyon (str.), from London to Shanghai.

March 8, Glauca (str.), from Liverpool to Shanghai.

LOADING FOR CHINA AND JAPAN FORTE.

At London.—Steamers via Suez Canal.

Sumatra. Lorne. Glenfalloch. Glenfinales.

Sailing Vessels.

Cashmere. Ada. Peacock.

Lothair. Wylo. Endymion.

F. S. Thompson. Moss Glen. Min.

Melbreck. Lucia. J. C. Munro.

At Liverpool.

Ajax (str.). Anchises (str.). Oregon.

POST OFFICE NOTIFICATIONS.

MAILED WILL CLOSE:—

For SWATOW.—

For NORNA, at 7.30 a.m. To-morrow, the 22nd Inst.

For MANILA.—

For ESMERALDA, at 11.30 a.m. To-morrow, the 22nd Inst.

For SHANGHAI.—

For GALLEY OF L'IRNE, at 1.30 p.m. To-morrow, the 22nd Inst.

For SWATOW, AMOY & FOOCHOW.—

For YESO, at 5 p.m. on Saturday, the 22nd Inst.

For SAIGON.—*BRAEMAR CASTLE*

Postponed until further notice.

MAILED BY THE ENGLISH PACKET.—

and that they were both very powerful men.

LITTLE further has as yet been heard regarding the wreck of the *Kwangtung*. The Stra. *Douglas*, *Hailong*, and *Feihoo* were sent out to the scene of the disaster on Wednesday, at which time the *Emerald* left Amoy. Nothing was known of the accident in that place excepting that they had heard by telegraph from Hongkong. In Swatow it was currently reported that the Str. *Olympia* had been offered \$2,000 to stay by the wreck, but her Captain had thought fit to refuse it.

At the Marine Court to-day, Thos. Sullivan and William Broad, two seamen, were charged with wilfully remaining behind from the French Barque *Noemi*. It appeared from the evidence of the Superintendent of Shipping that the defendants had shipped on board the *Noemi* on the 13th inst., and had each received a month's advance. The first defendant had nothing to say in defence, and the second said he stopped on shore drunk. They were each sent to one month's hard labour.

Tong Ayni, master of the junk *Yung Lee*, was charged with carrying stinkpots on board, contrary to section 1, Ordinance 2, of 1876. The defendant, who said he carried them on board in lieu of muskets, was fined \$1 or two days' imprisonment.

Police Intelligence. (Before the Hon. C. May.)

April 21, 1876.

BURGLARY.

Fan Aping and another were charged on suspicion of having committed a burglary in house No. 30 Second Street, Sayingspoon, and stealing therefrom a quantity of clothes, the property of two women who lived on the ground floor of the house. On the application of Inspector Batten, the case was remanded for enquiry.

A STAGGGER.

John Anderson, a seaman on board the American barque *Jonathan Chase*, was charged with having deserted from the ship. He was arrested by the Police on a descriptive return. The defendant was ordered to be taken on board his ship.

LARCENY.

Two coal-coolies working on board the French steamer *Met-kong* were detected in the act of stealing some pieces of copper pipe. There was no direct evidence against the second prisoner, and he was discharged, but the first was sent to two months' hard labour.

FOND OF BEEF.

Wong A U, an assistant cook on the Victoria Barracks, was caught stealing about eight pounds of beef from the ration supply. Staff Sergeant Wm. Leonard conclusively proved the case, and the defendant was sent to four months' hard labour and to be exposed for one hour in the stocks in the vicinity of Victoria Barracks.

ASSAULT.

William Robert Drew, seaman H. M. S. *Topaze*, was charged with assault. Low A-wal, who described himself as the compradore to Mr. Steaton, stated that about 9 p.m. he was walking in Queen's Road near No. 5 Station with a friend. He heard the sound of some chair coming from behind and walked on one side to get out of the way, while his friend went over to the other side. As the chair passed along, the defendant who was inside of it struck him on the forehead with a cane and inflicted a mark. He also struck out in the opposite direction and hit his friend. A Policeman was called and the defendant was arrested. Fined \$1 for each assault.

China.

SHANGHAI.

A Szechuan correspondent writes that the Literary Chancellor of that province has circulated very widely among the literati a memorial supposed to have been addressed by him to the Emperor, and strongly hostile to foreigners in tone. Its circulation is said to have given rise to disquieting placards, and to much hostile feeling. It is to be presumed that if the document can be traced to its alleged author, it will be made a matter of complaint against him at Peking. That an official holding such an influential position should venture to circulate an inflammatory document of the kind is rather extravagant.—*N. C. D. News*.

CHINKEANG.

Sales of Piece Goods during the past week have been very unimportant, and this is no doubt owing to the unsteady feeling prevailing in Shanghai; although the dealers say that it is on account of the want of water in the Creeks, which prevents laden boats from approaching some of the principal marts in the interior. The prices given below are merely nominal quotations, at which holders would be glad to sell. Grey Shirtings—8d. per piece, Blue Globe Tls. 1.78 a 1.74 per piece, Blue Globe Tls. 1.78 a 1.71, 7-lbs. Red Phæasant Tls. 1.53 a 1.55 per piece. Horse and Jockey Tls. 1.40 a 1.60 per piece. T-t cloths—Gold Dragon 7-lbs. Tls. 1.41 per piece. Silver Dragon Tls. 1.85 a 1.84 per piece. Two-Cash Tls. 1.81 per piece. Sandalwood.—The demand being weaker and native holders anxious to clear, the price of best cargo has declined to Tls. 8.60 per picul. *Mutua Opium*.—The market is overstocked with inferior quality which is difficult to realize; good to best new is in fair demand at Tls. 480 a 488 per picul.—*N. C. D. News*.

NEWCHWANG.

Messrs. Bush Brothers write on the 3rd April.—Our port opened for business with the arrival of steamship *Shane*, on 28th ultimo—the ice having broken up on 20th ibid. The tug steamer *Little Orphan* came in on 26th, and it is to be hoped the Pilots, who own her, will be well supported, as she supplies a want which has

frequently been wished for by shipmasters and others. The steamers *Shane* and *Dragon* brought fair quantities of manufacturers, and the stock was increased by the arrivals of sailing vessels also. During the last week, however, the demand has been quite brisk. About 600 bales Drills and 400 bales of other Goods have been placed.

Opium.—*Mutua*.—The stock was not all disposed of during the winter, and holders now are willing to accept Tls. 450, at which rate, however, native consignees can only dispose of small quantities, and unlimited credit is asked for.

Product keeps up, and we quote:—

Beancakes..... Tls. 3.70 per 10 lbs.

Pean. 2.92 " 100 c.

Oil..... 8.70 " 95 c.

Freights.—Tomang is asked for, but at much lower rates than generally rule at this season. British barque *Hebe* only obtained 20 cents for Swatow, with 20 lay days. The only "seeking" vessel in port is British brig *Lunan*.

ACTION TO RECOVER DAMAGES.

Sir Edmund Hornby has been occupied some time in the Supreme Court at Shanghai, with the case of Chang Van Ho and others v. The China Navigation Company. It was a claim to recover damages instituted on behalf of Chang Van Ho, owner of the junk *Yung Chien*; Jen Fho Sun, owner of the British S. S. *Tunis* and against the China Navigation Company, Limited, the owners of the steamship *Tunis*, intervening.

The amount of damage claimed was not mentioned in the petition, but bail had been given for the *Tunis* to the extent of Tls. 26,000.

The Petition on behalf of the plaintiff was as follows:—

1.—The late junk or vessel *Hung Chuen*, of about 6,000 piculs capacity, and manned and navigated by a crew of 17 hands, all told left Shih-hu-way on the 19th day of the 9th moon of the 1st year of Kwang-sui, with two passengers and a cargo of 4,000 bags of salt—of 104 catties a bag—bound to Changsha. The said junk was then and at time of the collision, hereafter pleaded, tight, staunch and strong, and in every respect fit for her said voyage.

2.—At sunset on the 19th day of the 10th moon of the first year of Kwang-sui, the said junk (as he was by the regulation or custom bound to do) brought up and cast anchor in the River Yangtze, at a place called E-Yung, about 7 li above the island known as the Little Orphan, and on the north-west side of the river, just below Satchow, a point, a fit and proper place for junks of the class of the *Hung Chuen* to anchor, and there she remained until the time of the said collision.

3.—The said junk exhibited a bright light at her foremast, and the watchman (who is one of the 4 officers of the junk) was on deck on look-out. The night was clear but dark. The wind was a good breeze from about N.W. by W. The current was running comparatively slow.

4.—About 8 o'clock of the evening of the last mentioned day, and under the circumstances above-mentioned, the mast head light of the said steamship *Tunis* was seen by the man on look-out on board the said junk, about a-head of the junk, and about a third of a mile distant, coming down the river, and round the point which was immediately above where the junk was lying.

5.—A gong was beaten on board the said junk, and her people called up on deck; and the steamer was hailed to keep out on the other side.

6.—The *Tunis* continued her course, and before the junk people could do anything to prevent the collision ran into the said junk, her stem striking the said junk on her port side, between the second and third masts with great force.

7.—On the collision occurring, the third or main mast of the junk fell on the steamer, and by this mast some people on board the junk scrambled on board of the said steamer; but the crew, or some other persons on board of the said steamship, cut away the mast with an axe, and the said junk sunk immediately afterwards, and two of the people on board of her were drowned.

8.—Steamer partly lowered a boat, but did not render or offer to render any assistance to the junk nor the people on board of her.

9.—The people on board the junk lost all their effects, and the property they had on board of her.

10.—The aforesaid collision and the losses and damages consequent thereon are imputable solely to the improper navigation of the said *Tunis*, and the negligence and default of those on board her, and the same are in no way imputable to the *Hung Chuen*, or any person on board of her, who had no power to do anything to avoid or prevent the said collision.

11.—The answer pleaded, as to the 1st, 4th, 5th, and 9th paragraphs—ignorant whether the statements were true or otherwise; as to the 2nd, 3rd, 6th, and 10th paragraphs, simple denial—except as to the allegation in the 3rd about the darkness of the night, which was admitted. The 6th and 7th paragraphs of the answer were as follows:—

12.—In answer to the 6th paragraph of the plaintiff's petition, I say that, on the evening of the day mentioned in the second paragraph of the plaintiff's petition, the *Tunis*, while coming down the River Yangtze came into collision with a junk, and struck the junk on her port bow, but whether the said junk was the junk mentioned in the plaintiff's petition, or whether the junk was struck between her second and third masts, defendant has no knowledge. The averment in the said paragraph that the *Tunis* continued her course, and before the junk people could do anything to prevent the collision, ran into the junk, is untrue.

13.—In answer to the 7th paragraph of the said petition, I admit that the main mast of the junk with which the *Tunis* was in collision fell on the steamer. I deny the truth of all the remaining statements in the said paragraph, except that I admit that the junk with which the *Tunis* was in collision sank; and I have knowledge whether two of the people on board her were drowned or not.

Judgment was delivered on the 13th inst. His Lordship in the course of his judgment said:—The learned Counsel for the defence, said I must either believe his evidence, or believe that all his witnesses—five of them being Europeans—are perjured. I answer that I am not called upon to do anything of the kind—although, if it were necessary, I should not shrink from the alternative, painful as it must be; but

I have the authority of the learned Admiralty Judge who tried the case of the *East Lothian*, for saying that "we must always in these cases endeavour to come to a conclusion without imputing perjury to the one side or the other." I think I can come to such a conclusion in this case, I have said that I feel bound to give a preponderance to the evidence of the plaintiffs; and I have stated my reasons for so doing; and I am of opinion that he has sufficiently proved his case *scundum allegata et probata*. I do not wish to put him higher than this. I do not say that I satisfied the plaintiffs' junk—which was lying at anchor unobserved by him on his port side, and here I must notice a point that was not taken or even noticed by either side on the trial. If this was so, it has yet to be accounted for how the mast of the junk fell over the starboard side of the steamer. I account for it in this way, that the way of the junk having been partially stopped by the engines being moved full speed astern, the collision with a vessel at anchor fully stopped the steamer, and that before the mast fell she swung to the stream or current, in which case she, after striking the junk on her port bow, would present her starboard side to the junk, and thus receive the falling mast on her starboard bow. I think I am bound also to account for the sail appearing, if it did appear, on the deck of the steamer. A mast is ordinarily secured by stays, a sail is hoisted or lowered by halyards which are made fast to the bits or cleats fixed on the sides or bulkheads of the ship. As soon as the mast was detached from the junk, that is, torn out of the junk by the collision, and balanced as it were on the fore deck of the steamer, the moment the junk sank, which it is in evidence on all sides it did do, the effect would be that the halyards fast to the bits or cleats would sink also, and the immediate result would be that the sail would be raised by its yard, acted on by the sinking halyards, to the block on the top of the mast, with the same rapidity as the junk sank and to the same height until the halyards gave way, of course they would be on the first check, and in this way, as the junk sank, so would the sail and the yard rise on the mast. Moreover, it must be remembered that the sail was not furled in the sense that Europeans understand by the term furling; it was simply lowered, and not lowered on to the deck of the junk, but only on to the top of the houses and cabin. Now it is in evidence that the junk's deck is about 5 feet above the water line; on this deck are the cabin or houses about another 5 or 6 feet in height; so that the place wherein the sail was lowered but unfurled sat resting on its bamboo ribs, which would take another two feet of room, was really on a level with the forecastle of the *Tunis*, which it is in evidence was, by reason of her being deeply laden, about 10 feet from the water; so that looking at the apparent level and the action by the halyards when the junk sank, it is easily conceivable how the sail found its way on the deck of the *Tunis*.

At the commencement of my judgment, I intimated that my conscience was clear of doing an unintentional wrong to the defendants. This may require explanation—what I meant by that expression is simply this—that whether the junk was at anchor or not, whether the plaintiffs had proved their case according to the technical rules of Admiralty pleading and procedure *scundum allegata et probata*, I am satisfied, as was the Nautical Assessor, that even under the assumption that the junk was sailing, the *Tunis* was wholly in the wrong in the way she was navigating the river.

On a dark, hazy night, with a current running at the rate as the defendant's preliminary act states, of 2 knots and a half an hour, she goes on at full speed, 9 knots over the ground. She sees a light on her starboard bow; to say the least she is in doubt as to the course the vessel showing that light is steering; yet she neither blows her whistle, or does anything to attract attention, only lessens her speed when within 180 or 200 yards of it, but hard a starboard's distance starboard helm. I am, moreover, of opinion that her masthead light on her funnel amidships was not in accordance with regulations; mind, I do not say that these facts influenced my decision, but I mention them to explain the expression I have made use of, that if even I was wrong in my estimate of the comparative value of the conflicting testimony laid before me, I should still feel that the *Tunis* was in the wrong and was the cause of the collision which resulted in the loss of the plaintiffs' junk.

The effect of my judgment is, that I award the balance of credibility to the evidence of the plaintiff and his witnesses—that I find it confirms the statement in his petition *scundum allegata et probata*, and decree accordingly that he and the owner of the cargo recover in this suit, with costs.

DECLINING IN PACIFIC MAIL STOCK.

Time has effected wonderful changes in the value of Pacific Mail Company's shares. In the palmy days of the Company, when the business was confined to the single line between New York and San Francisco, and when able men were in the management, this was one of the highest priced stocks on the boards in Wall Street. The capital of the Company is \$20,000,000, and years ago the stock sold as high as 160 per share, or 60 per cent. premium. Extension of business, loose management and stock jobbing have brought the price of shares under 50 for some time. There was a period of several weeks last year when the stock sold at from 40 to 45 per share, but for the most part the extremes were from 40 down to 31. In January, 1876, the stock was steady at 37@39. The talk of an opposition line began to assume a serious form about the 1st of February, and during the month the price was depressed from 38 to 30. On the 1st instant the quotation was 29@30. The clearance of the first opposition steamer on the 21st sent the price to 28@29, and to-day the quotation comes through at 21@22. If the opposition was meant to frighten out stock, it has been quite a success.—*S. F. Bulletin*.

Next, as far as regards the defendants, I must first begin by saying they have, unlike the plaintiffs, the advantage not only of knowing the plaintiffs' account of the accident, but, unlike the plaintiffs, they knew their own account of it. The cross-examining the plaintiffs' witnesses with a knowledge of their own defence, was a simple task compared with that of cross-examining the defendants' witnesses, with a defence sprung upon them at the last moment. Let not only the cross-examination, but the examination-in-chief, of the defendants' witnesses without exception, disclosed a variety of statements or accounts of the same transaction varying from each other. It would take too long for me minutely to state every one of these differences. Some of them are no doubt trifling, and bear with little or no weight upon the material facts in dispute, and I am not prepared to say that in an ordinary case, where the question of credibility is to be attached to each side was not the only one to be decided, I should attach much importance to the majority of these discrepancies. But in this case, where I am called upon to decide which set of witnesses is upon the evidence deposited to be entitled to most credit, these otherwise unimportant differences become of the utmost importance! And although they may be on points immaterial to the main issue yet they are material when the object is to ascertain which is entitled to credence and which is not. If a man tells me a series of facts which turn out to be untrue according to the statement of these facts by another person who is called to support him, I naturally discredit his evidence; and if a number of people called to deposit to the same facts give various accounts of those facts, although on one or two important points they agree, a doubt naturally arises in my mind as to whether I ought to place implicit credence on the latter class of facts, when with reference to the former, I can come to no other conclusion than that some amongst the witnesses are not telling the truth. To my mind, they present the appearance of being all tared with the same brush, and on the simple question of credibility, stand in unfavourable comparison with those who on little as well as great points stand the test of the most adverse criticism.

I do not impute perjury to the defendant or his witness. I think it consistent with his evidence that he was misled—that, intent as he was and his witnesses were on looking at the light he first saw as dim, under or on the high land—that being much further over on the North Bank than he thought he was—indeed as he also probably was by the deep shadow thrown on the water by the high land, with his helm hard a starboard following the bend in the reach, the effect of his putting his helm hard a starboard to avoid the possible, and to him apparently approaching danger of a sail a point on his starboard bow, he ran into a

junk—the plaintiffs' junk—which was lying at anchor unobserved by him on his port side, and here I must notice a point that was not taken or even noticed by either side on the trial. If this was so, it has yet to be accounted for how the mast of the junk fell over the starboard side of the steamer. I account for it in this way, that the way of the junk having been partially stopped by the engines being moved full speed astern, the collision with a vessel at anchor fully stopped the steamer, and that before the mast fell she swung to the stream or current, in which case she, after striking the junk on her port bow, would present her starboard side to the junk, and thus receive the falling mast on her starboard bow. I think I am bound also to account for the sail appearing, if it did appear, on the deck of the steamer. A mast is ordinarily secured by stays, a sail is hoisted or lowered by halyards which are made fast to the bits or cleats fixed on the sides or bulkheads of the ship. As soon as the mast was detached from the junk, that is, torn out of the junk by the collision, and balanced as it were on the fore deck of the steamer, the moment the junk sank, which it is in evidence on all sides it did do, the effect would be that the halyards fast to the bits or cleats would sink also, and the immediate result would be that the sail would be raised by its yard, acted on by the sinking halyards, to the block on the top of the mast, with the same rapidity as the junk sank and to the same height until the halyards gave way, of course they would be on the first check, and in this way, as the junk sank, so would the sail and the yard rise on the mast. Moreover, it must be remembered that the sail was not furled in the sense that Europeans understand by the term furling; it was simply lowered, and not lowered on to the deck of the junk, but only on to the top of the houses and cabin. Now it is in evidence that the junk's deck is about 5 feet above the water line; on this deck are the cabin or houses about another 5 or 6 feet in height; so that the place wherein the sail was lowered but unfurled sat resting on its bamboo ribs, which would take another two feet of room, was really on a level with the forecastle of the *Tunis*, which it is in evidence was, by reason of her being deeply laden, about 10 feet from the water; so that looking at the apparent level and the action by the halyards when the junk sank, it is easily conceivable how the sail found its way on the deck of the *Tunis*.

At the commencement of my judgment, I intimated that my conscience was clear of doing an unintentional wrong to the defendants. This may require explanation—what I meant by that expression is simply this—that whether the junk was at anchor or not, whether the plaintiffs had proved their case



Mails.

STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Medi-
terranean Ports, Southampton
and London;
Also,
Bombay, Madras and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ship
MONGOLIA, Captain A. COLEMAN, with
Her Majesty's Mail, Passengers, Spices, and
Cargo, will leave this for the above places,
on SATURDAY, the 22nd April, at
Noon.

CARGO will be received on board until
Noon; SPECIES and PARCELS at the
Office until 2 p.m. on the 21st Idem.
For particulars regarding Freight and
Passage, apply at the P. & O. S. N. Co.'s
Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES
ARE REQUIRED.

A written declaration of the Contents and
Value of the Packages for the Overland Route
is required by the Egyptian Government, and
must be delivered by the Shippers to the Com-
pany's Agents with the Bills of Lading, or
with Parcels; and the Company do not hold
themselves responsible for any detention or
prejudice which may happen from incorrec-
tions in such declaration.
Shippers are particularly requested to note
the terms and conditions of the Company's
Black Bills of Lading.

THE P. & O. S. N. Co. reserve the
option of forwarding all Goods ship-
ped by their Steamers for Europe through
Egypt, either by Rail, or by Canal in their
own Steamers, or in vessels employed for
the purpose.

A. McIVER, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, April 13, 1876.

Insurances.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
\$16,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

EDWARD NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

YANG-TSZE INSURANCE ASSOCIA-
TION OF SHANGHAI.

Hongkong, September 6, 1875.

CAPITAL AND SURPLUS, \$600,000 TABLES

POLICIES granted on Marine Risks to
all parts of the world at current rates.
This Association will, until further no-
tice, provide out of the earnings, first for
an Interest Dividend of 15% to Share-
holders on Capital, and thereafter distri-
buted among Policy holders, annually, in
cash, All the Profits of the Underwriting
Business pro rata to amount of premium
contributed.

RUSSELL & Co.,
Agents.

Hongkong, July 9, 1872.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings, or on Goods stored therein, on
Coals in Markets, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBERG & Co.,
Agents Hongkong & Canton.

Hongkong, January 4, 1871.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saigon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES,
JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.,
Hongkong, October 14, 1868.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
of

His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:

Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding
£5,000 on reasonable terms.

ROLLIDAY, WISE & Co.,

Hongkong, July 25, 1872.

CHINESE INSURANCE COMPANY.
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

YANG-TSZE INSURANCE ASSOCIA-
TION OF SHANGHAI.

NOTICE.

After this date, the above Association
will allow a Brokerage of Thirty-
three and One Third per cent. (33%) on
Local Risks only.

RUSSELL & Co.,

Agents.

Hongkong, June 3, 1874.

MANCHESTER FIRE ASSURANCE
COMPANY.

THE Undersigned Agents are in receipt
of instructions from the Board of
Directors authorizing them to issue Policies
to the extent of £10,000 on any one first
class risk, or to the extent of £15,000 on
adjoining risks at current rates.

A Discount of 20% allowed.

IT WILL BE THE

CHEAPEST DAILY PAPER IN CHINA

and as a large

INCREASE OF CIRCULATION

MAY BE CONFIDENTLY ANTICIPATED, THE

ADVANTAGE TO

ADVERTISES

19 OCTOBER

HOLLIDAY, WISE & Co.

Hongkong, JUNE 8, 1875.

Insurances.

THE SOUTH AUSTRALIAN INSUR-
ANCE COMPANY, ADELAIDE.

CAPITAL, \$500,000.

THE Undersigned having been appointed
Agents for the above Company in
Hongkong, China and Japan, are prepared to
issue Policies of Marine Insurance, payable
in Australia, London, Calcutta,
Bombay, Mauritius, China and Japan at
current rates.

ADAMSON, BELL & Co.

Hongkong, September 6, 1875.

jy1

THE SCOTTISH IMPERIAL
INSURANCE CO.

NOTICE TO CREDITORS.

In the Goods of CAPTAIN LAWRENCE
YOUNG, Deceased.

ALL Persons having any CLAIMS

against the above Estate are requested

to send in Particulars of the same to the

Undersigned on or before the 22nd day of

April, 1876.

And all Persons being Indebted to the

said Estate are requested to Pay to the

Undersigned their several Debts without

delay.

STEPHENS & HOLMES,

Solicitors for the Executors.

2, Club Chambers,

Hongkong, February 22, 1876.

ap22

HONGKONG MARKET PRICES.

Corrected to Saturday, April 15, 1876.

At 1100 Cash per Dollar Mexican.

Pence per Dollar English.

Bacon, English, lb. catty

Foopoo, " 160 150

Beef, sirloin and prime cut, cy. 160 140

Beef Corned, " catty 120 110

Roast, " 150 130

Soup, " 80 70

Steak, " 140 130

Bullock's Brains, per set 60 50

Tongue, fresh, each 250 200

Corned, " 400 350

Head, " 1000 700

Heart, " 140 130

Feet, " 60 50

Kidneys, " 70 60

Tail, " 120 110

Liver, " 90 80

Tripe (undressed), catty 40 30

Calves' Head and Feet, set 500 450

Hams, American, lb. 350

Chinese, " 200 160

English, " 400 360

Mutton Chop, " 200 180

Leg, " 200 180

Shoulder, " 160 140

Liver, " 180 120

Pig's Chittlings, " catty 60 50

Feet, " 120 110

Fry, " 110 100

Head, " 110 100

Heart, " each 70 50

Kidneys, " 70 60

Liver, " 120 110

Pork, Chop, " 160 150

Corned, " 150 140

Leg, " 160 150

Fat or Lard, " 130 120

Sheep's Head, and Feet, set 850 820

Heart, " each 70 60

Kidneys, " 80 70

Sucking Pig, " 1400 1200

Veal, " catty 130 120

Poultry.

Capon, " catty 200 180

Deer, small, " each \$3.00 —

Ducks, " catty 110 100

Dried, " each 220 200

Eggs, Hen, " doz. 100 —

Duck, " 100 —

Salt, " 100 —

Fowl, " catty 170 160

Geese, " 130 120

Partridges, " 820 300

Pheasants, Canton, live pair 1700 —

Pigeons, " each 160 140

Quail, " 90 80

Snipe, " each 120 110

Teal, " 250 200

Turkeys, Cock, " 500 400

Hen, " 400 350

Wild Ducks, Canton, each 450 400

Fish.

Bombay Ducks, per hundred 200 —

Bream, " catty 100 90

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